

The Hongkong Telegraph.

No. 2152.

THURSDAY, FEBRUARY 7, 1889.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £1,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per Cent. per Annum.

" " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI
"BANKING CORPORATION."

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COUNT OF DIRECTORS :
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq.
L. PONSECKER, Esq.
J. F. HOLLIDAY, Esq.
N. A. SIERS, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.

MANAGER,
SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED, ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS : For 3 months 3 per Cent. per Annum
For 6 months 4 per Cent. per Annum
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

RULES
OF THE
HONGKONG SAVINGS
BANK.

THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

INTEREST at the rate of 3% per annum will be allowed to Depositors on their daily balances.

EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January, and beginning of July.

CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION;

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889.

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NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMasters AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 10th August, 1889.

Intimations.



FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERAI and FELT HALTS, BOOTS, SHOES, GLOVES, &c., &c.

FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS and TOPS, RACING and other SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES, and all STABLE REQUISITES.

FOR THE RACES.

JAUAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIAL SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES, CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS of CIGARS, and CIGARETTES, TOBACCO.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

The HALL & HOLTZ CO-OPERATIVE COMPANY, LTD.

Hongkong, 26th January, 1889.

Shipping.

STAEMERS.

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship.

T

"CARDIGANSHIRE"

will be despatched for the above Ports, on the 10th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 4th February, 1889.

Mails.

OCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th Feb., at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows :—

To San Francisco..... \$200.00

To San Francisco and return, } 350.00 available for 6 months,

To Liverpool..... 325.00

To London..... 310.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco:

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent

Hongkong, 19th December, 1888.

SAILING VESSELS.

FOR LONDON AND HAMBURG.

THE A. I. British Bark

"JOHN NICHOLSON,"

W. Quine, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 22nd December, 1888.

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FOR NEW YORK.

THE 3/3 A. I. American Ship

"PACTOLUS,"

Burnham, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19th December, 1888.

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FOR NEW YORK.

THE 3/3 A. I. American Ship

"STATE OF MAINE,"

G. Small, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19th December, 1888.

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FOR NEW YORK.

THE 3/3 A. I. American Ship

"THIBET,"

will leave for the above places TO-MORROW, the 8th instant, at Noon.

E. L. WOODIN, Superintendent

Hongkong, 7th February, 1889.

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STEAM TO BOMBAY, STRAITS AND COLOMBO.

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above places TO-MORROW, the 8th February, at Noon.

E. L. WOODIN, Superintendent

Hongkong, 30th January, 1889.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Allison, Commander, will be despatched as above TO-MORROW, the 8th February, at 4 P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd January, 1889.

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NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamer, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA at MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO"

will be despatched as above on SATURDAY, the 9th February.

At Bombay the Steamers are discharging in Victoria's Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th February, 1889.

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Intimations.

DAKIN BROS. OF CHINA,
L I M. I T E D.
C H E M I S T R Y .SPECIAL AGENTS
for
MELLIN'S FOOD,
FOR
INFANTS AND INVALIDS.WHY MELLIN'S FOOD is the best for
Infants and Invalids:
MELLIN'S FOOD dissolved in milk, yields a
Perfect Food, after Nature's Model, contain-
ing all the substances required for the support
and nourishment of the whole body.MELLIN'S FOOD is not farinaceous and is
perfectly free from starch.MELLIN'S FOOD does not contain cane-sugar.
MELLIN'S FOOD is rich in blood, brain, and
bone-forming components.MELLIN'S FOOD contains a large percentage
of soluble carbohydrates and nitrogenous
matter in such a form, that it is readily
assimilated by the youngest infant or
debilitated invalid.(Telephone No. 60).
22, QUEEN'S ROAD CENTRAL,
Hongkong, 2nd January, 1889.A. S. WATSON & CO., LTD.,
Established A.D. 1841.FAMILY, DISPENSING, & GENERAL
CHEMISTS.WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.Importers and Exporters of MANILA CIGARS.
SEEDSMEN.

WINE and SPIRIT MERCHANTS.

PATENT MEDICINE PROPRIETORS
andMANUFACTURERS of AERATED
WATERS.

BUSINESS ADDRESSES:

THE HONGKONG DISPENSARY,
HONGKONG.THE SHANGHAI DISPENSARY,
SHANGHAI.THE HONGKONG DISPENSARY,
TIENTIN.

THE BOTICA INGLESA, MANILA.

THE HONGKONG DISPENSARY, HANKOW.

THE DISPENSARY, FOOCHOW.

THE CANTON DISPENSARY, CANTON.

Hongkong, 18th January 1889.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 7, 1889.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s extra steamer *Khiva*,
from Bombay, left Singapore for this port at
8 a.m. to-day.BOULANGER's popularity in France is commonly
attributed to his outspoken declarations that
Alsace-Lorraine must be won back from Germany.By a majority of nearly three to one the enlightened
Legislature of Hawaii have abolished their army to a force of 65
men and a military band.AN Emergency meeting of Zetland Lodge, No.
525, will be held in Freemasons' Hall, Zetland
Street, on Monday, the 11th instant, at 5 for
5.30 p.m. precisely. Visiting brethren are cordially invited.A CRICKET match H. K. C. C. v. Navy will
commence-to-morrow at 2 p.m. and continue on
Saturday at 11 a.m. Tiffin will be provided on
the Ground on Saturday. The following will
represent the Club:—T. S. Smith (Capt.), Major
Johnston, R.E.; Major Miles, R.A.; E. M. Blair,
R.E.; S. L. Darby, Dr. Atkinson, A. J. Campbell
(1st), J. Barton, F. Bramwell (5th), W. Greig,
and another.The *Courrier d'Haiphong* says that a rumour
has been spread as to the new Governor-General's
early retirement to France, which it has great
pleasure in contradicting. "We are," says our
contemporary, "so much in the habit of seeing
Governors and Residents-General succeed each
other every three months that the fact of Mr.
Richard having held office for eight months has
caused many a resident to inquire how long he
will continue in power."A LITTLE schoolboy of the Chinese persuasion
got gambling with the youthful cook of the good
Launch *Elo* yesterday, and lost. His first impulse
was to pick up his stakes and run away, and his
second, when cook caught him, to yank out a
knife and stab the said cook, coolie through four
jackets. Mrs. Wodehouse thought if the boy's
western end got a good warming-up from his
mother (the boy) it would do him all the good
in the world. But that youth ought to go across
to 'Frisco. He is simply wasting himself here.The Chinese constable who stands around with
a straw saucer on his head and a far-away look
in his eyes must be spoken to very gently after
dark. Duncan McDonald, an engineer, fell into
the Harbour last night, owing to his being led into
the impression that he was in the Cowgate, and
when he got out he was about as excited as he
was wet. He tapped a lukong on the shoulder
and said "Would you get me a rick-habba,"
which to the untutored mind of that officer was
a threat. McDonald refused to be arrested
quietly till some more policemen came, but at
length he was "celled" and slumped on
board in his wet clothes. Mr. Wodehouse
understood his explanation this morning and
charitably let him off on paying \$3 for tearing
the lukong's cap.WHAT the *China Mail* genius will probably call
"the China New Year epidemic of fires" raged
again last night for about the second time this
year. The top floor of a California merchant's
hong in Wing Lok Street got on fire a little before
midnight, and the flames spread rapidly. The
firemen were promptly on the spot, but they
were far from *yo-yo* in getting the water, although
the Praya was so near. The upper floors
were blazing brightly when the first stream was
brought to bear, and there was some danger to
the opposite building. The shop was very long,
running right through to the Praya, and the
stock-burnt fiercely, but the walls were impene-
trable, and the flames did not spread. Many
jets were ultimately got to work, and in half-an-
hour all danger was over. The upper floors
were gutted, and next door suffered from the
water. Messrs. Russell & Co., agents for the
California Insurance Co., had insured for \$15,000.A COOK was deporred in November last, and
told to stay so for the next five years. He
thought the time was up yesterday, and started
"doing the block" in Yau Ma Tei. General Gordon's
minions will call him daily at five a.m. for the
next twelve months.A CENSUS of Haiphong taken early last month
disclosed that the European population
of that port numbered 510 in number, of which
456 were returned as being of French nationality.
Italians came in next with a muster of 11. The
British stand fourth with six residents.The *Avenir du Tonkin* gives full details of the
taking of Cho-Moi by the French forces on the
17th ultimo. The African battalion was the first
to advance on the fortified position of Cho-Moi,
and after a severe engagement, during which the
French had an officer and 18 men killed and 7
officers and 60 men wounded, the position was
the effect. On the central facade the character-
istic device was an anchor, between the letters
"R.N." outlined in coloured lamps. The
entrance hall was quite changed—the pillars
were hidden in bunting, and surrounded by
plants, two brass howitzers commanded the
doorways of the cloak-rooms. The broad, red-
carpeted staircase must have had great pains
devoted to its elaborate and effective decoration.
A novel coat of arms, the quartering of which
were formed by an admiral's flag—the gules
being anchors—guns and screw propeller sur-
mounted by the crest, a naval crown resting on
a gilded model of a fish torpedo—the supporters
being a live blue-jacket and marine with a
union jack and white ensign held in the outer
hand—with the motto underneath "Per mare."
At the turn a large model of the *Imperatrice*,
with lights showing through the ports, was
placed above a novel coat of arms. The high
windows were draped with the royal standards
and the union jack and white ensigns, and a
shining machine-gun peered out of each corner
below, from among the foliage. At the top of
the staircase a huge torpedo stretched across
the balustrade, over piles of shell, ancient
howitzers etc. St. Andrew's Hall was fitted up
as a reception room—one side being utilised as
a refreshment buffet, while the centre was
occupied by lounges. Trophies of arms, representing
the various distinguished Orders, alternated
with groups of banners on the walls bearing the
names of the vessels at present composing the
China Squadron, and shaded lamps diffused a soft
light. The ball-room was similarly decorated.
The promenades were entirely draped with flags
of all nations, and luxuriously soft seats were
placed at discreet intervals. Supper was laid in
the rooms of the Chamber of Commerce. For the
second time in this colony ice decorations were
extensively used with admirable effect. Not less
than six cones, each weighing nearly 200 lbs.,
were placed at various points, one of the alcoves
on the verandah being a veritable ice cave.A CASE which deserved more attention than it
got was before Mr. Wodehouse this morning.
P.C. Johnston boarded the *Jehang* on her arrival
from Canton yesterday, and seeing a woman
with three young girls, made inquiries and
nearly arrested her as a procurer. She was
brought up this morning, and the girls gave
evidence. One said she had been bought for
\$500, another had been transferred, body and
soul, for \$300, and the third, girl of fourteen,
had been even cheaper, having been handed
over as security for a loan. The latter made a
curious statement—her mother had borrowed
the money from the prisoner and given her in
exchange; she was going to Singapore to be a
prostitute, and she wanted to go. The woman
had nothing to say: Mr. Wodehouse had. He
said "You will go to Gaol for a year, with hard
labour."THE Japanese are gaining advanced ideas
rapidly. Their latest mission—consisting of Mr.
Sanusuke Hayashi, the Police-Inspector-General
and Procurator at Tokio, with a suite of very
intelligent cadets—visited Hongkong the other
day on their way to Europe, where they will
study the police systems in each country. They
admired the "fine buildings" over which Major
General Gordon and Captain Deane preside,
but thought their own police administration
quite as effective. Speaking of Japan, Professor
Max Müller, in an after-dinner speech to the
Glasgow University Club the other day, said he
had been asked by a Japanese ambassador to
propound a new religion to Japan—which, however,
should not be Christian. The ambassador had
evidently been sharp enough to see what
Christianity, as manipulated by capital and the
Church, had done for the English people. He
confessed to Professor Müller that one of his
objections to our Christianity was that it
"made dangerous subjects." Professor Müller
was so far from rebuking his Excellency's bad
opinion of British Christianity, that he advised
him to tell the Japs to stick to their own Buddhist
faith, and if they wanted to meddle with it, to
confine themselves to making it a reality, and
not a sham, in their daily lives.AN INQUIRY into the circumstances attending the
death of the late Douglas Elliott, the assistant to
Dr. Noble, which occurred on the 9th inst. at the
Civil Hospital, was held at the Magistracy
this afternoon, before Mr. Wodehouse sitting as
Coroner. Col. Withers, the American Consul, had
a seat on the Bench. Dr. Noble deposed as to
the deceased's bad state of health; his periodical
hallucinations, the idea that he was wanted by
the Police on suspicion of stealing gold from his
employer's safe, his aunt's recent decease in
a Lunatic Asylum, and deceased's previous
attempt at committing suicide on the 12th of
January, when he took some arsenic. Dr. Cantlie
was then examined as to the condition in which
he found deceased and the results of the post
mortem examination. When he, the Doctor,
reached Dr. Noble's office on the 9th inst. he
found him and Mr. Fraser of the Victoria
Dispensary trying to restore Elliott to life.
Deceased was lying on the floor, quite
insensible and incapable of being stimulated.
The only sign of life was a very feeble beating
of the heart. There were no marks about the
body or stains about the mouth to lead
witness to a conclusion as to the nature of the
poison deceased had taken. They managed to
keep up artificial respiration until 2 p.m. They
bled him in the jugular vein, threw water on his
face, applied the battery, put some ammonia to
his nostrils, but to no purpose; he remained
intolerable. At 2 p.m. they passed the stomach
pump and drew half a tumblerful of some fluid of
a brown colour, but almost inodorous. This fluid
was put in a vessel and sent to the Civil Hospital
for analysis. Deceased was then sent to the
Hospital, where his stomach was washed
and food injected. After some time the heart
ceased to beat and death ensued. Its witness
opinion death resulted from the action of some
poison in the system, evidenced by the condition
of the stomach, the intestines and the blood.
The blood was perfectly fluid, not showing the
slightest attempt at coagulation. By that
symptom it was believed that the blood had been
changed by some poison that checked coagulation.
The stomach was pretty extensively altered; both the inlet and the outlet were deeply
injected red and irritated. The left end of the
stomach, for an area about 3 square inches, was
changed into a parchment-like condition. The lower
part showed six or seven reg lines where the lining
had been completely removed. Between these
two patches there was a region where the mem-
brane was changed to a greenish-looking colour,
but not destroyed. The upper half of the small
intestines was intensely injected, the contents
consisting of mucus and decomposed blood. The
kidneys were changed to a very deep purple
colour. The brain was normal in weight but in
appearance paler than is generally the case. Dr.
Cantlie concluded that death resulted from some
neurotic and irritant poison or poisons, with the
nature of which he was not acquainted.
Witness believed deceased had taken some
chloroform, but doubted the possibility of a
person poisoning himself with chloroform.
Deceased might have taken cocaine, which
might have rendered his throat sensitive enough
to swallow chloroform. The Coroner found
that deceased died from the effects of some
neurotic poison or poisons which he had taken
while in a state of mental depression. The
funeral will take place to-morrow morning at
2.30.SEVERE ACCIDENT TO GENERAL
CAMERON.A somewhat serious accident occurred to
Lieut.-General Cameron on his return from the
Naval Ball last night. The General left Mrs.
Cameron when near Headquarters House to
take a short cut home, and in the darkness
fell down a steep embankment, striking the top of a wall
some thirty feet and breaking a window. His Excellency was
removed to the house as quickly as possible, and medical assistance procured, when it was
found that the small bone of one of his legs was
broken, his scalp badly injured, and he was
suffering from a severe shock to the system.From our inquiries to-day we are glad to learn
that General Cameron is progressing as favorably
as could be reasonably anticipated.

THE NAVAL BALL.

After an interval of eleven years the Admiral
and Officers of the China Squadron again entered
the local Society at a ball in the City Hall last
evening. Working parties from the various
ships were busy for days adorning the
spacious rooms, &c., and very artistic was the
effect. On the central facade the characteristic
device was an anchor, between the letters
"R.N." outlined in coloured lamps. The entrance
hall was quite changed—the pillars were
hidden in bunting, and surrounded by
plants, two brass howitzers commanded the
doorways of the cloak-rooms.A well-attended meeting of those interested in
athletics was held at the Victoria Recreational
Club last evening, for the purpose of considering
the arrangements for the next Athletic Sports.Major Tripp presided, and said that the
accounts in this department of the Club showed a
balance in hand of \$5,85. The amount of
receipts last season was \$800, and the expendi-
ture \$821.50. He proposed that the accounts be
passed, which was agreed to.The election of a Committee was next con-
sidered. The Chairman recommended that the
gentlemen who officiated last year, who were
still in the Colony and were willing to serve
again, be re-elected. Those members who
were in the Northamptonshire Regiment, which
had left, should be replaced by inviting two
of the officers of the Argyll and Sutherland
Highlanders, and one of the staff surgeons, to
become members of the Committee.The following gentlemen were then duly
elected: Messrs. J. Andrew, C. S. Knif, F. W.
Koch, F. K. Leigh, F. H. Young, Capt.
Reynolds, Capt. Rumsey, R. N., J. Sampson,
A. K. Travers, Major Tripp, Lieut. Blair, R.E.,
and Lieut. Braundell, 5th Regt. Mr. C. H.
Thompson was unanimously elected hon.
secretary, and Mr. A. G. Stephen hon. treasurer.The Chairman said it was proposed to hold
the sports on the Race-course. The Cricket
Ground could not be obtained until the 16th
April; which was too late in the season.The unsuitability of the Race-course for athletic
sports was called attention by several members.Mr. Sampson suggested that a track might be
made round the circular lake inside the enclosure,
which would be far more suitable than the Race-
course itself.The Chairman thought the Race-course would
be found suitable. The matter, however, might
be left to the Committee to decide whether the
course or the ground inside should be used.Gentlemen might rest assured that the Com-
mittee would do their best in the matter.The proposition that the sports be held on the
Race-course was then formally put and carried.The Chairman next proposed that the sports
be held on Saturday, the 16th March, which was
agreed to.Last year's programme was taken as a basis
for that of the forthcoming meeting. It was
decided to substitute the Highland sport of
"tossing the caber" for the mile walking race,
and that this new event, pole jumping, and the
bicycle race should be open to all comers. The
remaining events were allowed to stand as in
last year's programme.This concluded the business, the Chairman
receiving the usual vote of thanks.THE HONGKONG, CANTON, AND
MACAO STEAMBOAT CO., LTD.,
AND THE "PASIG".In November last, as we at the time mentioned,
considerable agitation was created in the minds
of the Directors of the Company by the
accident of the *Pasig*, after undergoing extensive
repairs, to resume running in opposition
between here and Canton on the night service.
We then expressed our opinions about the spirit
which prompted the action taken to establish a
monopoly of the immense passenger traffic of
this line, and we are now to have an opportunity
of seeing whether they were well-founded on
fact. On the 22nd, November, the Secretary of
the Steamboat Co. and the Agents of the China
Navigation Co. (Messrs. Butterfield and Swire)
forwarded the following petition to the
President:Mr. Johnson supported the course adopted,
and Mr. Francis concurred.The President said he agreed with the views
of Mr. Johnson, but apart from that the Governor
had issued the warrant directing the court to sit,
and it was to be presumed that he had good
advice in so doing and that the legal point raised
was not one for that Court to give an opinion on.Mr. Francis thought there was no reason for
him to call any witnesses. He proposed that the
Court should proceed to survey the *Pasig*, and
then come to their decision.The President said that a complaint had been
made to the Governor and the Court should
hear the ground of the complaint.

Mr. Francis then called—

George C. Anderson, who said—I am a marine
surveyor and surveyor to the local marine in-
surance offices and the Bureau Veritas.I have known the *Pasig* for about six years. I went
on board her when she was lying at Wan Chai in
September last, I think three times. She was
undergoing repairs by Kwong Hop Loong. I
have the master, who told me that Mr. Wagner,
the Government Marine Surveyor, was looking
after the repairs. I have now made a report
to the Bureau Veritas.The *Pasig* was to be repaired at the ship's bottom, and
I have been informed that some steps were taken, and, as I
have been told, the hull was strengthened.I have been told that the hull was strengthened
at the stern, and that the stem was strengthened.I have been told that the hull was strengthened
at the bow, and that the stem was strengthened.I have been told that the hull was strengthened
at the stern, and that the stem was strengthened.I have been told that the hull was strengthened
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at the stern, and that the stem was strengthened.

I have been told

hammered it &c. I think the reduction of the thickness of the plates in the fore peak from 5-16ths to 3-16ths makes her unsafe to use as a river steamer. According to "Veritas" the cement should be taken up for re-surveying. I see from the rules of the Board of Trade that it should be. If a ship had been ashore and cracked her cement I should have the broken cement cut away and a patch put on. That can be done. Cement is put on to preserve the iron plates and rivet-heads. I am not aware that since the *Pasig* was in dock she has carried cargo.

Capt. E. Burnie, in cross-examination by Mr. Robinson, said:—I saw the *Pasig* several times whilst she was at Wanchai. I examined the boiler space on one occasion, and saw them cutting out the cement from the sides of the floors, but nowhere else. I saw them putting new cement over old in the boiler-space. That was not properly done. It was about three inches thick, old and new. The addition of two uprights to the bulkhead would strengthen it, but filling the fore-peak would relieve the strain, as she would have to bear the extra weight. I ordered the fore-peak to be filled, and a pump fixed there. I see that the contract for repairs in 1888 amounted to \$14,000—that was after she had been stricken. Several new plates had to be put in, but I cannot say that she was made fit to be insured. She was repaired under my supervision, but a number of repairs I wanted done were not sanctioned. If a tank-deck had been added it would strengthen the ship if the frame-work were good, but it is not. The thin plates were pitted with rust inside. I think that some of the best plates were taken out when she was in dock, and bad ones left in. I examined the ship in the interests of the under-writers, who have to look to the safety of cargo. I wanted to see if the hull was in a fit condition for cargo-carrying, and I say she is not fit. I do not know at all that she would do for passenger-traffic—she would not be insured. She could not carry cargo without risk of damage. I do not know whether she could carry cargo that was not easily damaged. If she stuck in the mud with a full cargo in her hold, she would not be likely to break in two, but she might if she was on a reef. In my opinion the Surveyor was not justified in issuing the certificate of the 26th November, 1888, irrespective of marine insurance. I am of opinion that the ship is unseaworthy, from two points of view—as a seaman and a surveyor to insurance companies. I saw the ship in June 1883, when under repair here and she was then in good condition. She had got in such a state between then and September 1888 that at the latter date her class was omitted, and a black line put against her in the list. The floors and many plates were worn out, but I do not think they were removed. In 1886 I had most of the cement in the fore and aft holds removed and renewed. The plates in the middle of a ship like the *Pasig*—the plate-keel type—wear quickest, especially in narrow rivers. It is the type of small-draught vessels. I did not test the keel plates, as she was not in dry dock, and I do not know how much they are worn out or not. By inference I think they are much worn. The hammer is the thing to test them by; the water test would not satisfy me. I do not know that the *Pasig* has been carrying cargo since then, I know she has left the Harbour, but I have only heard she has been running to Canton. I have not studied the Board of Trade rules as to surveying but I used to be a government surveyor. I have never given a certificate to a ship coming under special survey after large repairs without drilling the plates after removing the cement. I know nothing of universal rules, or the usual custom of other surveyors—those are my instructions. Lloyd's rules say the cement must be removed. There are no rules for surveying smooth-water vessels; I am guided by commonsense. They are in a different class. I am not aware that the Board of Trade have special rules for inspecting such vessels.

The Court was then about to adjourn when Mr. Francis, in pursuance of a former application, asked the庭 to formally note that the petitioners claimed as a right that before any survey was made on behalf of the Court the vessel should be gutted.

The President:—I will take a note of it, certainly.

Mr. Francis further asked to point out that in asking that his clients were not seeking to put the owners of the *Pasig* to any expense, as they (the petitioners) were bound under heavy bonds to be answerable for all damages and expenses, and whatever cost the owners were put to they would be compensated if the petitioners were proved to be in the wrong.

The President asked if it was not a little strong to demand the Court to do a certain thing?

Mr. Francis admitted that it was, but submitted that they had a right to demand it, as the responsible parties. Having put the evidence that they had before the Court, showing that no proper investigation could be made unless the ship was cleared, they demanded it, fully understanding that they were responsible if their assertions were disproved.

The President:—Shouldn't you leave it to the Court to say how the survey should be carried out? If we are of opinion that it cannot be done without gutting the ship—

Mr. Francis:—The decision must ultimately rest with the Court; I am only saying how we are placed. Neither time nor expense will be spared to investigate the matter, but what I decided must rest with you.

Mr. Robinson said that although the petitioners were clearly liable to pay all costs if the decision was adverse the owners of the *Pasig* were at a disadvantage, in that they could not sum mon the Surveyor without the sanction of the Governor. He asked that the Court would recommend his attendance.

The President ultimately announced that the Court would visit the vessel to-morrow morning, and would probably resume its sitting in the afternoon.

Mr. Francis indignantly protested. Any survey that could be made in so short a time, without docking her, was reducing the thing to a farce. It could only be superficial and he protested against it.

The President expostulated with him, but Mr. Francis asserted that it had been announced that the survey would be over by two o'clock.

The President thanked him for the information. Mr. Francis said he understood it so. The Court then adjourned.

LATE TELEGRAMS.

The subjoined telegrams are taken from our Sydney exchanges, received by the China Navigation Co.'s steamer *Chenaria*, Captain Williams, which arrived in port this afternoon.

LONDON, January 8th. Mr. Archer, the Agent-General for Queensland, is making arrangements for the engagement of a Commission of Railways for Queensland, at a salary of £3,000 per annum, and also of an Assistant Commissioner at a salary of £1,500. Her Majesty, the Queen, will visit Biarritz, in the south of France, in March next.

An inquiry has been held by the Board of Trade, at Glasgow, into the wreck of the barque *Construens*. The board decided that there was no evidence to show how the vessel was lost. The average price obtained for the Melbourne Gas Company's loan of £50,000 at 4 per cent., tenders for which were opened to-day, was £107,100.

January 9th. Four hundred thousand salmonova have been collected in Scotland for shipment to New Zealand.

The Union Bank of Australia has declared a dividend of 12 per cent., and carry forward \$22,000.

A petard was exploded in the Royal Palace at Madrid yesterday, without, however, causing any serious injury. Several bombs have been exploded in Madrid recently.

Mr. Goschen, Chancellor of the Exchequer, intends to improve the gold coinage system.

An unsuccessful attempt has been made to destroy the Prefecture of Police in Leghorn, Italy.

by means of dynamite.

The revenue of France for the past year has amounted to 40,000,000 francs above the estimate, chiefly owing to the taxes on sugar and foreign corn.

The German officials in Samoa have accused Mr. Blacklock, the United States Consul, and Captain Levy, of the American war vessel *Adams*, of having instigated the recent rising in Samoa, by supplying Matafua with rifles. Prince Bismarck has made a formal complaint to the United States authorities at Washington.

The Earl of Rosebery and Sir John Lubbock have been nominated as candidates for the first election to the London County Council under the new Local Government Act. Many of the nobility are candidates for the County Councils in the provinces.

The Maori footballers have defeated the Huddersfield team by two goals and a try to two goals.

The National Bank of Australasia have secured business premises in Bishopsgate-street.

The Dowager Empress Augusta, of Germany, has requested Prince Bismarck to contradict the statement that her councillor, Von Brandis, revealed secret war despatches to Sir Robert Morier, British Ambassador in St. Petersburg, when he was in the diplomatic service in Germany at the time of the Franco-German war.

The Christitch Cabinet in Servia, who tendered their resignations to King Milan, will remain office for the present. Considerable difficulty has been experienced in forming a new Cabinet.

A Chinaman, in the course of an interview with the Canadian Ministers at Ottawa, stated that Chinese merchants were preparing for the migration of million Chinese from the United States to Canada and Australia.

January 10th.

A letter which is believed to have been written by H. M. Stanley has reached Zanzibar, addressed to the King of the Belgians.

There is considerable friction between England and Portugal respecting the occupation by the latter of Nyassaland, in East Africa. The difficulty is becoming acute. The Standard says that Lord Salisbury must vigorously resent Portugal's claim to control the mouths of the Zambezi River.

Severe fighting has taken place in Hayti between the Republican forces and the insurgents. The forces of the President have been defeated.

A section of the German press urges the annexation of Samoa by Germany, asserting that American interests are not large enough to justify any dispute with Germany over the matter.

The Bank rate of discount is now quoted at 4 per cent.

News has reached here to the effect that an unsuccessful attempt has been made on the life of the Ameeer of Afghanistan, Abdurrahman Khan.

While the Ameeer was parading his troops on Boxing Day at Herat, a Sepoy fired at him but missed his aim. The Scopys was at once killed.

The French vintage shows a yield of 30,000,000 gallons in excess of last year, and 176,000,000 gallons below the average of the past 12 years.

Herr Tirza, the Hungarian Premier, threatens to resign unless the bill for the increase of the Austrian army is adopted.

The New York Supreme Court has decided that any sugar company joining a corner would thereby forfeit its charter.

An English syndicate is attempting to create a corner in the tobacco trade.

The Vienna *Tobakblatt* declares that Signor Menabrea informed M. Goblet that Italy would blockade Tunis if France enforced the decree regarding the employment of Italian teachers. France then practically withdrew the decree.

At a sitting of the National League Convention at Naas, in Ireland, Mr. William O'Brien urged that the Irish people should employ their whole strength in resisting the course pursued towards them by the present Government.

The London press comment at considerable length on the rise of farming stock to Ireland, and the fact that the railway receipts have very largely increased.

The trial of Dr. Edward King, Bishop of Lincoln, on a charge of introducing Ritualism in his diocese, will commence on the 12th February.

A tremendous cyclone passed over Pittsburgh in Pennsylvania, United States, yesterday. Several buildings were blown down. Seventeen persons were killed, principally women, and 80 were seriously injured.

Later. Intelligence states that the cyclone demolished a silk factory at Reading. Seventy-five of the employees were killed, the victims chiefly being girls. Many others were injured.

Scenes of building and churches were wrecked at Pittsburgh, Reading, and Williamsport. Hundreds of people were killed.

January 11th. The cyclone in the United States wrecked the Niagara suspension bridge. It caused huge buildings to fall like packs of cards.

The loss of life exceeds the number first estimated.

In numerous instances the wrecked buildings caught fire, and many of the inmates, who were helpless, were roasted alive in the ruins.

The National Bank of New Zealand has declared an interim dividend of 5 per cent.

A conflict has arisen between dealers and the French copper syndicate.

The President expostulated with him, but Mr. Francis asserted that it had been announced that the survey would be over by two o'clock.

The President thanked him for the information. Mr. Francis said he understood it so.

The Court then adjourned.

To-day's Advertisements.

The subjoined telegrams are taken from our

Sydney exchanges, received by the China

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To-day's Advertisements.

THEATRE ROYAL CITY HALL, HONGKONG.

SATURDAY,
the 9th February, 1889, at 9 P.M.

Under the Patronage of
HIS EXCELLENCY THE GOVERNOR.

MADAME KORFF and Mlle MAILLARD.

PROGRAMME.

1.—Sonata, Op. 22 SCHUMANN.
Mme. KORFF.

2.—Ric. Romance ROSSINI.
Mlle. MAILLARD.

3.—Capriccio MÜLLER.
Mme. KORFF.

4.—Vous lui direz RUPES.
Mlle. MAILLARD.

5.—Rhapsodie Hongroise LISZT.
Mme. KORFF.

INTERVAL.

1.—Ballade CHOPIN.
Mme. KORFF.

2.—Air Mlle. MAILLARD.

3.—Romance KULLAK.

4.—Parole BRAHMS.

5.—Liebeslied LISZT.
Mme. KORFF.

PRICE OF ADMISSION \$2.00

Tickets may be had at Messrs. LANE,
CRAWFORD & CO.

Hongkong, 7th February, 1889. [180]

FOR SHANGHAI.

NINGPO.

Captain F. Schulz, will be despatched for the above Port, on SATURDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 7th February, 1889. [189]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

KONG BENG.

Captain R. Jones, will be despatched for the above Ports, on SATURDAY, the 9th instant, at 8 A.M.

For Freight or Passage, apply to YUEN FAT HONG,

Agents, Hongkong, 7th February, 1889. [178]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. C. Steamship

ANCONA.

will leave for the above places on SATURDAY, the 16th instant, at DAYLIGHT.

E. L. WOODIN, Superintendent

Hongkong, 7th February, 1889. [133]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

ZAFIRO.

Captain McCaslin, will be despatched for the above Port, on MONDAY, the 1st instant, at 4 P.M.

For Freight or Passage, apply to RUSSELL & CO.

General Managers, Hongkong, 7th February, 1889. [189]

NOTICE TO COMPRADORES.

Commercial.

CLOSING QUOTATIONS:
Hongkong and Shanghai Bank—16⁹ per cent.
Union Insurance Society of Canton—\$120 per share, sellers.
China Traders' Insurance Company—\$80 per share, sellers.

North China Insurance—Ths. 200 per share, buyers.
Canton Insurance Company, Limited—\$120 per share, sellers.

Yantze Insurance Association—Ths. 97 per share, buyers.
China Insurance Company—\$165 per share, buyers.

China Fire Insurance Company—\$82 per share, buyers.

Hongkong and Whampoa Dock Company, 36 per cent premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$22 per share, ex. div., sellers.

China and Manila Steam Ship Company—175 per share, sellers.

Hongkong Hotel Company—\$170 per share, nominal.

Indo-China Steam Navigation Company—Limited—124 per cent. dis., buyers.

Douglas Steamship Company—\$70 per share, buyers.

China Sugar Refining Company, Limited—\$210 per share, buyers.

Lason Sugar Refining Company, Limited—\$90 per share, sellers.

Mongkong Ice Company—\$97 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Mongkong Dairy Farm Co., Limited—\$150 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 E—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Mongkong Rope Manufacturing Company, Limited—\$104 per share, buyers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjum and Sunghee Dua Samantan Mining Co.—\$11 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, buyers.

Tonquin Coal Mining Co.—100 percent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.

The East Borneo Planting Co., Limited—\$30 per share, sellers.

The Songel Kohay Planting Co., Ltd.—\$42 per share, sellers.

Cruickshank & Co., Ltd.—\$45 per share, sellers.

The Steam Launch Co., Limited—100 per cent. premium, nominal.

The Austin Arms Hotel and Building Co., Ltd.—20 per cent. dis., buyers.

The China-Borneo Co., Ltd.—30 per cent. prem., sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/4

Bank Bills, on demand 3/4

Bank Bills, at 30 days' sight 3/4

Creditis at 4 months' sight 3/4

Documentary Bills, at 4 months' sight 3/4

ON PARIS.—

Bank Bills, on demand 3/2

Creditis at 4 months' sight 3/2

ON INDIA, T. T. 2/8

On Demand 2/20

ON SHANGHAI.—

Bank, T. T. 7/1

Private, 30 days' sight 7/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$680
(Allowance, Taels 4 to 32).
OLD MALWA, per picul \$690
(Allowance, Taels 16 to 32).
NEW PATNA, (without choice) per chest \$580
NEW PATNA, (first choice) per chest \$582
NEW PATNA, (bottom) per chest \$593
NEW PATNA, (second choice) per chest \$575
NEW BERNARIES, (without choice) per chest \$574
NEW BERNARIES, (bottom) per chest \$570
NEW PERSIAN (best quality) per picul \$550
OLD PERSIAN (best quality) per picul \$500
OLD PERSIAN (second quality) per picul \$475

CHINA COAST METEOROLOGICAL REGISTER.

6th February, 1889.—At 4 p.m.

STATION	Barometer in mm. at 4 p.m.	Temp. in °C. at 4 p.m.	Humidity, per cent.	Wind, direction and force.	Westerly Wind, per cent.
Widestock	10.10	5	80	... 0	0
Tokio	10.14	5	80	... 0	0
Nagasaki	10.07	10	75	SW 10	0
Shanghai	10.14	10	75	SW 10	0
Amoy	10.10	10	75	SW 10	0
Hainan	10.07	10	75	SW 10	0
Halpong	10.13	10	75	SW 10	0
Baliu	10.07	10	75	SW 10	0
Macau	10.07	10	75	SW 10	0

7th February, 1889.—At 10 a.m.

STATION	Barometer in mm. at 10 a.m.	Temp. in °C. at 10 a.m.	Humidity, per cent.	Wind, direction and force.	Westerly Wind, per cent.
Widestock	10.13	5	80	... 0	0
Tokio	10.18	5	80	... 0	0
Nagasaki	10.08	10	75	SW 10	0
Shanghai	10.14	10	75	SW 10	0
Amoy	10.10	10	75	SW 10	0
Hainan	10.07	10	75	SW 10	0
Halpong	10.13	10	75	SW 10	0
Baliu	10.07	10	75	SW 10	0
Macau	10.07	10	75	SW 10	0

The barometer has fallen and gradients are very moderate for a north wind. A light rain, dry south wind, and high humidity reduced to 50 per cent. of the sea air. Incubus and hundredths. *—Temperature in the shade in degrees Fahrenheit. **—Humidity, in percentage of saturation, the humidity of air saturated with moisture at a given temperature expressed in hundredths. ***—Wind force, according to Beaufort scale. ****—State of the weather, & Blue sky, & Detached clouds, & Drizzling rain, & Fog, & Cloudy, & Hail, & Lightning, & Thunder, & Hailstones, & Dew, & Wind, & Rain, & Sleet, & Hail, & Hailstones, & Wind. ——W. D. Mackay, Hongkong Observatory, 7th February, 1889.

HONGKONG TEMPERATURE.

(From Messrs. Palmer & Co.'s Register.)

To day.

Barometer, 30.01

Temperature, 10.10

Humidity, 75

Wind, SW

Clouds, 100

Rain, 0

Clouds, 100

Wind, SW

Clouds, 100

Rain, 0

Clouds, 100